

## FIGHT CENTRAL ON FINANCING

Movement Against Railroad Merger Takes J. P. Morgan to Washington.

VENNER BOBS UP AGAIN

Leads Minority Stockholders' Battle Against \$167,000,000 Bond Issue.

MORGAN EXPLAINS PLAN

Consolidation With Lake Shore and Michigan Southern Is Defended.

WASHINGTON, Sept. 10.—In a hearing before the Interstate Commerce Commission considerable light was thrown to-day upon the proposed consolidation of the New York Central and the Lake Shore and Michigan Southern railways. One of the interesting developments was the making public of J. P. Morgan's explanation of the financing of the proposed consolidation. Mr. Morgan appeared quietly before the commission yesterday and it was not known until to-day that he had testified.

The inquiry by the committee is being made at the direction of a resolution adopted several weeks ago by the Senate. The resolution was introduced by Senator Norris of Nebraska, and it calls for all the facts and circumstances connected with the proposed issue by the New York Central of 4 per cent. mortgage bonds amounting to \$167,000,000. These 4s were to be used to take up outstanding 3½ per cent. bonds now existing against the New York Central and the stock of the Lake Shore and Michigan Southern Railway.

Senator Norris's curiosity was aroused over this bond issue and he asked the commission to ascertain why the New York Central was willing to increase its fixed charges by about \$40,000 a year through this financing. It was apparent that the Nebraska Senator had an idea that the proposed refunding of bonds involved some big consolidation not disclosed on the surface.

Mr. Morgan's testimony before the commission was brief. He said it was essential that the proposed bond issue go through, as the financing of either the Lake Shore or the New York Central could not go on piecemeal forever. He added that by the issuing of one bond secured by a general mortgage of the combined systems there will be evolved a security which in a short time will be recognized as a general system security and more or less standard—one, in fact, in which the people will have more confidence than they would have in mortgage bonds of a smaller system.

Another feature of interest in to-day's proceedings was the bobbing up of the name of C. H. Verner as one of the New York Central minority stockholders who are protesting against the proposed plan of reorganization. Mr. Verner has gained considerable fame through litigation against corporations in the State of New York Central and certain other New York Central lines west of Buffalo. The brief adds that there is, however, no intention of including the Michigan Central in such consolidation.

Albert H. Harris, representing the New York Central, told the commission that no definite plan had yet been made for the consolidation, and that it had not been determined what roads would be included.

Mr. Hodge, representing dissenting stockholders, contended that the proposed consolidation, or at least the development of the merger of the New York Central with the Lake Shore and Michigan Southern, would violate the Sherman anti-trust law as interpreted in the Supreme Court's decision in the Northern Securities case.

Mr. Harris flatly denied the statements of Mr. Hodge in regard to violations of the Sherman law, but he seemed to think it possible that the Government after the consolidation might raise the question whether or not the consolidated company could hold a controlling interest in the stock of the Michigan Central.

Denies Any Restraint.

Mr. Harris said: "A consolidation of the New York Central and the Lake Shore will not subject commerce between the States to restraint. The roads of the two companies connected at Buffalo and together form a continuous through route between New York and Chicago. The business which they now do is not competitive; each serves its own separate territory and each delivers through shipments to the other."

When these companies shall have been consolidated the Government may (if of the opinion that the public interest requires it to do so) raise the question whether the consolidated company can hold a controlling interest in the stock

## FIND THE HARBOR OF POMPEII

Italian Sculptor Unearths Landing Stages 24 Feet Down.

Rome, Sept. 10.—The ancient harbor of the buried city of Pompeii, which was filled with lava when the great eruption of Vesuvius destroyed the city, has been discovered by the sculptor Corbelli. It is expected that many interesting objects will be laid bare during the excavation, as it is recalled that at the time of the eruption a large number of the inhabitants fled toward the harbor, carrying valuable jewelry and money with them, but their escape was cut off by the rush of lava and they perished there, the Roman fleet under Pilius being unable to give them any assistance.

The harbor is 2,225 feet beyond Marine Gate and 4,000 feet from the present shore line. Twenty-four feet of lava and ashes cover the site. Corbelli has uncovered a portion of a deeply rutted paved road leading from Marine Gate to the harbor and portions of stone landing stages and quays as well as a breakwater.

LAST TRAIN LEAVES BIG CUT.

96,676,700 Cubic Yards Taken Out of the Culbraz Ditch.

PANAMA, Sept. 10.—The last work in the Culbraz cut was finished to-day when the last train left the trench this morning. A total of 96,676,700 cubic yards of earth has been taken out since the Americans undertook the work of building the canal. There are still 6,455,100 yards to be taken out, chiefly in the form of slides. The last Cucaracha slide blocks the canal for a quarter of a mile to a depth of twenty-five feet. Navigation by large ships will not be possible before January. The surface water is slowly accumulating in Culbraz cut, but the waters of Gatun Lake will not be turned into it before the first week in October.

## EXPLOSION ON TORPEDO BOAT CRAVEN KILLS 2

Several Others Injured When Craft Blows Out 40 Fuses.

SAVANNAH, Ga., Sept. 10.—The United States torpedo boat Craven, commanded by Lieut. J. W. Hayward, en route from Charleston to Savannah, blew out forty fuses, resulting in killing two men and injuring several others, late this afternoon off Tybee Island. The dead are Chief Water Tender McCaffrey and Assistant Chief Machinist Milton. The most seriously injured are Chief Boiler Tender Doherty, Water Tender Dalton and Assistant Water Tender Swinn. Others were injured slightly.

The damaged vessel was pointed immediately toward Tybee light. The Savannah steam pilot boat 2211, which was lying outside the harbor, was the first to reach the Craven and tender aid. Soon after the tug Cynthia II. of Savannah came up and took the disabled vessel in charge.

The Craven was hurried to Fort Screven, where the hospital received the injured. McCaffrey was killed instantly and Milton died as the vessel went into the dock at the fort. The other two men are expected to recover. The Craven will remain at the fort until to-morrow, when she will be brought to Savannah for repairs.

There were forty men and three officers on the vessel. There are reports of great bravery by the men on the Craven.

The United States revenue cutter Yamscrow was in port and as soon as the officers learned of the accident the vessel was ordered to proceed to Fort Screven with the hope of rendering aid to the injured. All the wounded were cared for, however, at the Government hospital at Fort Screven.

ANOTHER AERIAL SOMERSAULT.

Russian Aviator Loops Loop—Military Airman Killed.

Special Cable Dispatch to The Sun. ST. PETERSBURG, Sept. 10.—Lieut. Nestoroff, a Russian military aviator, while flying at Kieff to-day at a height of 1,800 feet dived downward and "looped the loop" in a complete circle.

The aeroplane of Lieut. Druschmin, a Russian military aviator, toppled over this afternoon shortly after the officer had ascended. The machine fell about ninety feet and was shattered. The aviator was killed instantly, his body being buried in the wreckage.

BURNS, Sept. 10.—Aviator Bider, who recently made a daring flight from Bern to Milan, crossing the Alps at an altitude of two miles, suffered a fractured skull this afternoon by a fall near here. His aeroplane encountered an Alpine thunderstorm of terrific violence and the machine was disabled, falling several hundred feet.

SHOTS FIRED IN BURGLAR HUNT.

One Man Caught at Mr. Cutler's Door, Another on the Back Fence.

The residence section about Lexington avenue and Sixtieth street was stirred at midnight last night by police whistles and half a dozen shots while patrolmen from the East Fifty-first street station arrested two men charged with breaking into the home of Henry B. Cutler, a retired druggist, at 78 Lexington avenue. Mr. Cutler was aroused by a noise in the house, and awakened his husband. Mr. Cutler, who is 50 years old, went to a window and blew a police whistle. Policemen Shaw responded. He reached the rear of the Cutler house in time to see a man run out of the back door. He seized the fugitive and rapped with his nightstick for help.

Detective Gallagher and Policeman Gordon, riding on a trolley car, jumped off and joined Shaw, who then went to the station house with his prisoner, while the two other policemen made a search. As they came out of the Cutler house they saw a man perched on the top of the fence that bounds the rear yard. He started to jump and the policeman shot. The man put up his hands.

At the station house the two prisoners were booked at Thomas Starling, 25 years old, of 208 East Sixtieth street, and Alexander Froelich, 19 years old, of 127 East Sixtieth street. They were charged with burglary.

## URGES DISBARMENT OF F. W. WHITRIDGE

Insurance Expert Accuses Third Avenue Railroad President and Three Associates.

CHARGES BREACH OF FAITH

Former Law Firm, He Declares, Took His Idea in Forming Lawyers Mortgage Co.

Efforts to have the grievance committee of the Bar Association take action against Frederick W. Whitridge, president of the Third Avenue Railroad Company; Willard Parker Butler and E. T. Rice, Jr., who are associated with Mr. Whitridge in the law firm of Whitridge, Butler & Rice, and Edmund C. Henderson, now of the law firm of Cravath & Henderson, but formerly associated with the other attorneys named, became known yesterday when Robert Flaherty, a mortgage insurance expert living at the Stevens House, 27 Broadway, made public correspondence with Einar Christy, counsel to the grievance committee.

The letters of Mr. Flaherty to counsel for the grievance committee show that a sub-committee which considered Mr. Flaherty's complaint has decided not to act on the ground that the alleged acts complained of occurred too long ago to be taken up now. Mr. Flaherty announced that he would put the matter directly before the Appellate Division of the Supreme Court as soon as possible after the court meets in October.

Charges of Bad Faith.

Mr. Flaherty's complaint, dated August 12, which was sent to counsel for the grievance committee, was in part as follows: "In 1911 I employed the law firm of Cary & Whitridge, composed of all of the above named persons and Clarence Cary, now dead, as my counsel and attorneys to assist me in organizing a corporation to introduce and do business of mortgage insurance by a new and improved plan."

"After accepting employment as my counsel and attorney the above persons deliberately, willfully and in bad faith neglected and betrayed my interests so that I lost the fruits of my toil and skill in devising the business of mortgage insurance, and they did organize and incorporate a company now known as the Lawyers Mortgage Company, which now does and has been doing at a great profit the identical business devised by me, and the said firm of Cary & Whitridge became the counsel and attorneys of said company and have made large profits therefrom for their own benefit."

"When I found I was a victim of the treachery and bad faith of the above persons I entered suit against them for breach of contract, when they openly came into court and pleaded that the contract they made with me by which I became their counsel was illegal, and it was so held by the court."

"All this, I submit, is fraud, malpractice and deceit in violation of section 67, Code of Civil Procedure, and the evidence thereof is all a court record, which you have, together with certain correspondence with said firm and its members."

"If your committee will not prosecute this matter before the Appellate Division will you kindly advise me before September 1st that I may prepare and submit the matter myself in person."

Begin War of Motives.

"I have delayed action in this matter because I hoped that Mr. Whitridge, who plastered the Third Avenue cars with 'Thou shalt not steal,' might also remember 'Do unto others as ye would they should do unto you,' and use his good offices with the other beneficiaries of my work to get me some compensation for my toil and skill by which they have made many millions of dollars. This he has refused to do."

"I hold that the violation of the above persons still exists between the above persons and myself. I will send Messrs. Whitridge, Henderson, Rice and Butler a copy of this letter so they can defend themselves before your committee should they so desire."

On Monday Mr. Flaherty was notified by an assistant in the office of Attorney Christy for the grievance committee that Edward E. Sprague, a member of the sub-committee had advised rejecting Flaherty's proceedings.

He then wrote Mr. Christy stating that he had known Mr. Sprague was a member of the grievance committee he would have expected the committee to reject, because Mr. Sprague formerly was counsel for the Bond and Mortgage Guarantee Company.

Hits at Bar Association.

Mr. Flaherty gave notice that he would sue the Appellate Division to discipline the lawyers named, and said:

"For some time there has been a strong impression in the public mind and also in that of the legal profession that your association will not prosecute or hinder in any way the lawyers who are fortunate enough to belong to the Bar Association set."

## GIVES HOME TO FORMER SLAVES

Owner of Louisiana Plantation Divides It Among Negroes.

NEW ORLEANS, Sept. 10.—William Reilly, president of the Louisiana Coffee Company, went to his country estate at Monroe, near here, to-day and notified all the former slaves of his father and their descendants assembled at a cabin which had been given to one of the old slaves by his former master. When the thirty negroes had gathered Mr. Reilly nearly took their breath away with this statement:

"I am going to try to put you in the way of living independently and prosperously. I have a plantation here and I am going to make you an offer. I am going to cut it up into farms, build each of you a good house, stock each farm and let you run it yourself, but on one condition that you must all agree to. You must not buy anything on credit. I have arranged with a bank to give each of you what you need, and you must let me know how much that will be each month. Understand, this is only on condition that you ask credit of no one."

The plantation to be divided is one of the finest in Louisiana.

## THREE TOWNS HEAR BRYAN AND COMPANY

Secretary of State and "National Opera Quartet" Have a Busy Day.

CRISFIELD, Md., Sept. 10.—Secretary of State William Jennings Bryan enjoyed to-day the busiest twenty-four hours of his Chautauque season. Rising at 5:45 A. M. in Wilmington, he breakfasted at his hotel and then rushed to the Pennsylvania station, where he caught the 6:55 Delaware division train which was to carry him to his first stopping point, Seaford, Del.

At Seaford a small crowd was gathered at the station and as the familiar features of the premier of the Wilson Cabinet have into view there was a modest cheer and scattered handclappings.

Mr. Bryan went to the Sussex Hotel, where he changed from his travelling garb, a double breasted frock coat, to his Chautauque costume, a black alpaca jacket, wide in the shoulders, giving his arms free play and not interfering with his gestures.

There were not more than 700 persons in the Seaford tent, a majority of them season ticket holders, and therefore not included in the Bryan guarantee. The total "gate" at Seaford, exclusive of the season tickets, was less than \$100.

There remained just thirty-five minutes for the Secretary's dinner at Seaford before he had to catch the 1:04 express for Pocomoke City, Md., his afternoon stop. The lecture at Seaford was the first morning event staged since the Chautauque excursions began.

Pocomoke City was reached at 2:32 and a procession of more than a dozen autos was waiting to escort the Secretary. Again Mr. Bryan switched from the frock to the alpaca jacket. The crowd at this point, according to the gate receipts and the estimate of the Chautauque managers, was the biggest that has greeted Mr. Bryan this season. The net profits to the fund to meet the fixed charges of living in Washington were more than \$400.

At 5 o'clock the Bryan party was under way again, this time by auto for Crisfield, the capital of the oyster world. The twenty-five mile journey was made by a speedy motor in less than two hours, regardless of the rather indifferent sandy roads of the peninsula. Mr. Bryan stopped with friends in Pocomoke and at 8 o'clock he was again on the lecture platform.

The Secretary of State has given the same lecture three times to-day, "Signs of the Times." His custom now is to offer his hearers either "Signs of the Times" or "The Making of a Man," and the crowd, evidently preferring politics to morals, has accepted the former lecture in every instance.

The "Stellar Attraction" drew a record breaking gate at Crisfield, too, and after his heavy day of hard travel and harder talking, he rolled into his bunk aboard the Gov. McLane, a swift steamer of the Maryland navy, and steamed away for Annapolis. He will catch an early train from that city for Washington and expects to spend the morning at his desk in the State Department. He will not leave Washington again until 2 o'clock to-morrow afternoon, catching the 3 o'clock train for Phoenixville, Pa.

At Seaford and Pocomoke City the lecture was preceded by selections from various operas by the National Opera Quartet.

ABDUL HAMID SERIOUSLY ILL.

Special Cable Dispatch to The Sun.

CONSTANTINOPLE, Sept. 10.—Ex-Sultan Abdul Hamid, whose death has been erroneously reported many times, is seriously ill.

HER WEDDING TO BE NO. 1,000.

Pastor's Daughter to Figure in Strange Tenfold Marriage.

The Rev. Isaac Gowen, pastor of the Grove Reformed Church at New Durham, N. J., sent out a call last night asking that nine couples wishing to be married present themselves at his parsonage before 8 o'clock to-night. That hour has been set for the marriage of the clergyman's second daughter, Miss May Gowen, to Francis E. Wilber, secretary of the T. M. C. A. at Canton, China. Dr. Gowen has married 900 couples during his forty years in the ministry and is very anxious to make his daughter's nuptials to-night his one thousandth ceremony.

## ANOTHER ZEPPELIN GOES WILD; 2 DEAD

Airship Z-5 Carried Aloft by Gust of Wind at Leipzig.

TALES OF L-1 SURVIVORS

Tendency to Place Blame on Fact Air Cruiser Was Overloaded.

The German Government Blames "Higher Power"

Special Cable Dispatch to The Sun.

BERLIN, Sept. 10.—The Government's official account of the disaster says: "The L-1 was thrown by the wind downward from a height of several hundred yards. She refused to answer her helm, and although the ballast and all the movable parts were thrown overboard she struck the water nose first, breaking amidships in several places. She then began to sink. She was plentifully supplied with fuel and ballast and her gas was not diminished. Her war equipment was not complete and there was a crew of twenty aboard."

"The vessel was by no means overweighted, but owing to an unusually unfavorable change in the weather the accident must be attributed to a higher power."

"The disaster in no way diminishes the fighting value of the Zeppelin airships."

Special Cable Dispatches to The Sun.

LEIPZIG, Sept. 10.—Another Zeppelin airship was in an accident this afternoon, in which two soldiers lost their lives. The difficulty of handling this type of aircraft in a strong wind was again demonstrated.

The Z-5 arrived here after a troublesome trip, during which she was buffeted by the wind. An attempt was made to get her into her shed immediately so as to prevent possible damage while anchored. The task proved of extreme difficulty as a strong cross wind deflected the airship each time she drew near to the entrance of the shed. One hundred and fifty soldiers were holding her in place, when a violent gust of wind lifted the monster airship and wrenched her from the hands of the soldiers.

The presence of mind of the navigators in the airship alone saved the ship from destruction at that moment. They promptly started the engines and were enabled to steer and make a little headway.

Four of the soldiers held on to the lines despite the word of command to let go when the airship was rising. They were whirled into the air. One dropped to the ground and was uninjured. Another was drawn aboard the airship. Two private soldiers were, however, dragged aloft to a height of nearly one thousand feet, where the craft being unable to haul them to safety, and when their strength was exhausted they dropped and were instantly killed.

The airship after prolonged efforts was placed in the shed.

Tales of the L-1 Survivors.

HAMBURG, Sept. 10.—Torpedo boats which were rushed to the scene of the wreck of the Zeppelin airship L-1 off the coast of Helgoland, when fourteen out of her crew of twenty-one lost their lives yesterday, have recovered seven bodies. They include those of Capt. Metzke, chief of the naval airship service, and Capt. Hamme, commander of the wrecked airship.

The survivors of the disaster arrived here to-night. They said a rainstorm drove the airship down from a height of 2,500 feet to 1,300 feet and she remained at that level for a short time, but had lost so much gas due to the cold atmosphere that despite the fact that all the water ballast was thrown overboard she plunged to the surface of the sea in a few minutes. Both engines were stopped just before the plunge. The airship struck the water with a loud report, the envelope bursting in many places and the petrol exploding.

She sank stern first and her bow was above the water long enough for some of the crew to jump clear and cling to the wreckage until they were picked up. Several of the men were compelled by exhaustion to let go. The airship split up into six or seven parts and it was all over in a few minutes.

A Great Shock in Berlin.

BERLIN, Sept. 10.—The German public was so accustomed to hearing of the exploits of the Zeppelin airship L-1 and so convinced of the strength and stability of the first naval airship that the news of her fate came as a tremendous shock. Although the heavy weather was unquestionably the primary cause of the disaster it is not yet clear how the accident happened. The prevailing opinion, based on many reports from Helgoland, is that the airship ran into a storm which buffeted her and caused her to lose gas and that she had also lost gas through flying at a great height, thus becoming insufficiently buoyant to support the immense weight of the machinery and the crew, a weight which has always been regarded as dangerously great in view of possible emergencies.

The Norddeutsche Allgemeine Zeitung casts doubt, however, on these reports and appeals to the public to suspend judgment until an official report is issued.

Two officers, Lieutenants Wendi and Grimm, who were saved, have not yet made a report, but they have made statements to headquarters at Luehring and are regarded as the most valuable eyewitnesses of the disaster.

How Men Were Rescued.

Capt. Luehring of the fishing steamer Orion, who saw the accident and proceeded to the aid of the aeronauts, said to-day:

"We reached the airship in a boat manned by a coxswain and three sailors and connected by a cable with our vessel. The airship was lying with her stern in the water, the fore part high in the air. The

## DIES IN WOMAN'S HOTEL

Domestic Expires Suddenly in the Martha Washington.

Margaret Domett, 30 years old, a domestic formerly employed by Mrs. H. A. Dunn of 141 Riverside Drive, died suddenly yesterday afternoon in the hospital connected with the Hotel Martha Washington. Mrs. Dunn asked Coroner Winterbottom by telephone to investigate the young woman's death, and Dr. McAllister, the Coroner's physician, was directed to make an autopsy to-day at Frank E. Campbell's undertaking office in West Twenty-third street.

Mrs. Dunn told the Coroner that Miss Domett left her house on Saturday ostensibly to go to the country. Manager Brown of the Hotel Martha Washington said the young woman registered at the hotel on Saturday and was taken ill on Tuesday. She was attended by Dr. A. J. Schneiderbach, of 61 East Seventy-eighth street, he said, and died of internal hemorrhages.

Mr. Brown said he didn't believe there was anything suspicious about her death.

McCALL BACK TO EVEN MONEY.

Set Made That Gaylor Gets 50,000 More Votes Than Mitchell.

Betting odds on the coming election were as follows yesterday in the financial district: McCall, even money; Mayor Gaylor, 1 to 2, and Mitchell 1 to 3. One bet of \$100 was registered at even money that Mayor Gaylor would get 50,000 more votes than Mitchell, while another bet of \$200 even money was made that McCall will get 50,000 plurality in Greater New York. A bet of \$200 even money was made that Metz would beat Prendergast. One hundred dollars with no odds was placed that Borough President McAneny would win.

An ardent supporter of District Attorney Whitman recently made a freak bet of \$1,000 to \$1 that his candidate would be elected.

CUBANS WANT DIVORCE LAW.

Senora Menocal, However, Writes to Pope Opposing It.

Special Cable Dispatch to The Sun.

HAVANA, Sept. 10.—There is a movement afoot to cause the enactment of a divorce law. Senora Menocal has written to the Pope assuring him that while her husband is President her influence will prevail to prevent the passage of such a law.

CONVICTS SEE BALL GAME.

1,425 Prisoners Keep Promise Not to Attempt to Escape.

SAN QUENTIN, Cal., Sept. 10.—Put on their honor not to attempt to escape, 1,425 prisoners of the penitentiary here passed out of the prison gates to nearby baseball grounds to-day for a game between the "Whites" and "Blacks." The negroes went by 11 to 2.

Every prisoner kept his place and all were accounted for when the long line had been checked into the prison. Among those who witnessed the game were four condemned men, who probably walked through the gates for the last time. Four other condemned men were not allowed to leave their cells.

\$750,000,000 LOST BY ILLNESS.

Dr. J. B. Andrews Reads Paper on Occupational Diseases.

COLORADO SPRINGS, Sept. 10.—One of the most striking papers presented to the convention of the American Health Association was read this evening by Dr. John B. Andrews of New York, secretary of the American Association for Labor Legislation. He spoke on "Occupational Diseases and Legislative Remedies," and said in part:

"From sickness alone the mere money loss each year is \$750,000,000. Conservative American authorities declare that at least one-fourth of this annual loss, approximately \$200,000,000, can be prevented."

"Recently there has been a remarkable development of interest in occupational diseases. The prevention of these diseases not only on account of the magnitude of the problem, but also because of its nature, is properly a function of government."

Rudolph Herring, president of the association, emphasized the need of a Cabinet officer to preside over the health of the nation.

B. B. ODELL IS 88 YEARS OLD.

Four Generations Bearing Same Name Represented at Dinner.

NEWBURGH, N. Y., Sept. 10.—Benjamin B. Odell, who trudged into Newburgh in 1843 carrying all his possessions in a bandana handkerchief on the end of a stick over his shoulder, celebrated to-night his eighty-eighth birthday anniversary at his home with a family reunion, twenty-one members being seated at the table.

The immediate family present included his sons, ex-Gov. Benjamin B. Odell, Jr., ex-Postmaster Hiram B. Odell, Prof. George C. D. Odell of Columbia University, and his daughter, Miss Clara Odell. There were six grandchildren and a few great-grandchildren, including Justice M. H. Hirschberg of the Appellate Division and Mrs. Hirschberg.

Four generations bearing the name of Benjamin Barker Odell, including the great-grandfather of the youngest representative, were photographed to-day in a group.

NEWBERGER IN CONEY RAID.

With Twenty Detectives He Sweeps Down on Inman's Casino.

Third Deputy Police Commissioner Newburger and twenty headquarters detectives went to Coney Island last night and raided Inman's Casino at the Bowery and Henderson's Walk. They arrested Mrs. Sarah Madler, the proprietor, her brother, Morris Madler, the manager, and seven waiters on charges of selling liquor in the auditorium without a permit in violation of the excise law.

The place has the usual saloon license, but the deputy commissioner says that this does not extend to the serving of drinks in the concert hall.

Mrs. Madler said that this was the fourth or fifth time that arrests had been made in the place since Newburger became a deputy commissioner and that the first case had not yet come to trial. All the prisoners were hauled out by Fred Landis, the Democratic leader on the island.

## CANADA EJECTS THAW BY FORCE

Officers Drag Him Biting and Scratching From His Bed.

RUSH HIM TO BORDER

Left Alone in Dusty Vermont Road But Half Dressed.

REPORTER AIDS HIM

Fugitive Wanders Into New Hampshire and Is Arrested.

HIRES FIVE MORE LAWYERS